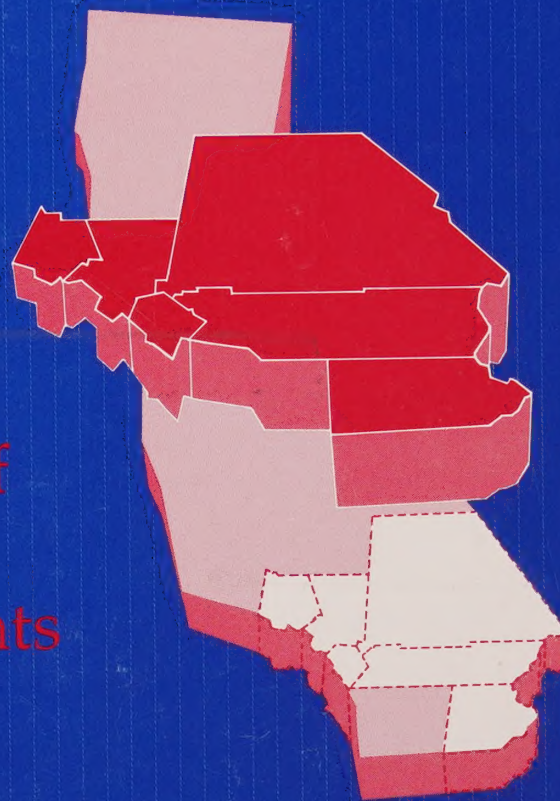


The  
Southern  
California  
Association of  
Governments



- History
- Description
- Mission
- Roles and Authorities
- Committees
- Funding





# HISTORY

The Southern California Association of Governments (SCAG) is a voluntary organization of six counties and 175 cities, acting in concert to guide the growth and development of their region.


SCAG was established in October 1965 by the cities and counties of Southern California after nearly three years of effort, which began at a meeting of the Southern California Regional Association of Supervisors and eventually involved contributions from the League of California Cities, the State Legislature, and many other parties and groups.

The driving force behind SCAG's founding was the need to approach the planning of large-scale systems on a regional, rather than local, basis, and to keep that planning authority in the hands of local governments rather than surrender it to the state. The Association also gave local jurisdictions the means to deal with state and federal governments in a united way.

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## DESCRIPTION

*The Southern California Association of Governments is an agency whose purpose is regional planning and coordination. It is not another level of government, but is, rather, the means by which local governments work in concert to solve problems that transcend political boundaries.*

Southern California's major systems -- its air basins and transportation network, its labor force and economic development, its water supply and housing markets -- cross city and county boundaries. Within the region, an action taken in one place has effects elsewhere, in other jurisdictions. For example, industry in the western counties can cause smog in the eastern counties because of the prevailing sea breeze, or the site choice of a major employer can cause unexpected patterns of freeway congestion miles from the employer's location. Planning done in isolation can cause widespread and unforeseen consequences.

Not only are our systems regional, with local causes having consequences in distant localities; the various systems interact with each other as well. For example, the location of jobs and housing affects traffic flow and air quality. Because the most affordable housing is in the inland counties, and most major employers are located in the seaboard counties, commuting employees stream across the region in a grueling, twice-daily marathon of congestion, fuel waste, and air pollution.

The interactive nature of our systems creates interlinked problems, which cannot be resolved by addressing single pieces of the problem -- such as air quality -- separately. Neither can any one city or county solve a problem that is created by the complex interactions of *all* the cities and counties. Thus the need for planning that looks at the entire organism of Southern California, that examines the interrelationship of the parts, and that identifies the root causes of widespread problems.

Comprehensive solutions must recognize the linkages between issues, and solutions must extend across jurisdictional lines -- just as the causes of the problems do. The local governments that compose SCAG are the mechanism for identifying current and future regional problems, and for implementing regionwide solutions, which are synthesized from alternative courses of action developed through the planning and policy committees at SCAG.





**The mission of SCAG is to develop  
a vision for Southern California,  
and to broker the resources  
necessary to achieve it.**

”

'Broker' is a broad term encompassing many actions: we convene forces, we allocate resources, we mediate problems. The word also implies that we find tradeoffs among policies, tradeoffs among programs, tradeoffs among the various interests so that there is a sense of a community goal and vision. 'Resources' means more than dollars: it also means organizations and community leadership. SCAG is not meant to be a regional implementing agency or a regulating agency; rather, with its partners (the Regional Advisory Council and the Regional Institute of Southern California), it is a co-creator of the vision of the future, a broker of community resources.

”

*Mark Pisano*





# ROLES AND AUTHORITIES

SCAG is a Council of Governments and a regional planning agency, established pursuant to the State of California Joint Exercise of Powers authority. It has a number of roles and responsibilities mandated at the state and federal levels. Some of these responsibilities are noted below:

SCAG is the region's **Metropolitan Planning Organization**, authorized to maintain a continuous, comprehensive, and coordinated transportation planning process pursuant to 23 USC 134 (Federal Highway Act of 1962, as amended); 49 USC 1601 *et. seq.* (Urban Mass Transportation Act of 1964, as amended); 23 CFR Part 450; and 49 CFR Part 613.

SCAG is the authorized regional agency for **Intergovernmental Review of Federal Programs** proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review).

SCAG is the authorized **Areawide Waste Treatment Planning Agency** for the U.S. Environmental Protection Agency, pursuant to 33 USC 1288 (Section 208 of the Federal Water Pollution Control Act).

SCAG is the region's State-designated **Transportation Planning Agency**, responsible for both the preparation of the regional transportation plan and a transportation improvement program, pursuant to California Government Code 65080.5, Public Utilities Code 130301, and 49 USC 1607.

SCAG is the authorized **Regional Air Quality Planning Agency** responsible for developing the portions of the air management plan relating to demographic projections and integrated land use, housing, employment, and transportation programs, measures, and strategies (Growth Management Plan, Regional Mobility Plan), under California Health and Safety Code 40460 *et. seq.*

SCAG is the authorized agency to analyze and provide **Air Plan Emissions Data** related to SCAG's planning responsibilities, pursuant to California Health and Safety Code 40460.





SCAG is the authorized **Co-Lead Agency** responsible for preparing the air quality non-attainment plan for the South Coast Air Basin, pursuant to 42 USC 7410 (Section 174[a] of the Federal Clean Air Act).

SCAG is the authorized **Regional Solid Waste Management Planning Agency** responsible for developing a regional solid waste management plan, pursuant to 42 USC 6946 (Section 4006, Federal Resource Conservation and Recovery Act), and California Government Code Section 66708.6.

SCAG is the authorized agency responsible for preparation of the **Regional Housing Needs Assessment**, pursuant to California Government Code 65584.

SCAG is the agency responsible for preparing the **Southern California Hazardous Waste Management Plan** (with San Diego Association of Governments and Santa Barbara County/Cities Area Planning Council), pursuant to California Health and Safety Code 25135.3.

SCAG is the authorized agency responsible under the Federal Clean Air Act for determining **Conformity of Projects** to the air plan, pursuant to 42 USC 7506.

Under these and other authorities, SCAG is responsible for the preparation of the following Regional Plans:

Mobility -- Long- and Short-Range Transportation Planning  
Air Quality Management (non-stationary sources)  
AQMP Non-Stationary Source Implementation Evaluation  
Transportation Improvement Program  
Regional Aviation Element  
Areawide Waste Treatment Management  
Regional Housing Needs Assessment

SCAG is also the Designated Recipient of UMTA Transit Operator Grants, and responsible for:  
Transportation Development Act Administration  
Coordination of High Occupancy Vehicle Project Review  
Development of the Regional Transportation Planning Model





# SCAG STRUCTURE

Once a year, SCAG holds a **General Assembly** to set its long-range goals. The General Assembly is SCAG's overall governing body, and it is made up of one voting delegate -- an elected official -- from each city and county in the region. (Exception: Los Angeles County has two voting delegates, and the City of Los Angeles has three, because of their very large populations.)

When the goals have been set, SCAG's **Executive Committee** writes policies that will accomplish the goals. The Executive Committee meets once a month. Of its 20 members, all of whom are local elected officials, seven represent the region's six counties (Imperial, Orange, Riverside, San Bernardino, and Ventura counties have one delegate each; Los Angeles County, because of its size, has two.) Each of the six counties has one delegate who speaks for that county's cities. In addition, because of large populations, the City of Los Angeles has three permanent seats on the Executive Committee, and the City of Long Beach has one. Three at-large delegates complete the roster. Each member has an alternate who serves when the member cannot be present.

The policies adopted by the Executive Committee guide the work of SCAG's planning staff. (For example, a policy might state that cleaning up the air will be a priority; this will affect how we plan construction and improvements on the transportation system, and what is done to try to locate jobs near where workers live, to reduce the distances driven to work.) The specific tasks to be performed and the budgetary allocations are the province of the **Overall Work Program Committee**, composed of 11 local government elected officials -- five members of SCAG's Executive Committee and the Chair and Vice Chair of the three standing committees described below.

There are three standing Policy Advisory Committees, one for each of the SCAG planning areas. These committees -- **Transportation/Communications; Community, Economic, and Human Development; and Energy and Environment** -- are made up of elected officials who have a special interest in some area of SCAG's work. They review staff work and provide guidance to staff for further analysis and policy refinement. Only after plans have been examined and approved by the Policy Advisory Committees are they forwarded to the Executive Committee for adoption and action.





The **Transportation and Communications Committee** is the policy advisory committee to the Executive Committee on all regional matters pertaining to the movement of goods and people on land, water, and air, including plans dealing with pipelines, power plants, power and gas transmission, seaports, airports, water and sewage treatment and transmission, and communication systems. The Committee reviews and recommends to the Executive Committee the Regional Mobility Plan, the Transportation Improvement Program, and Transportation Development Act programs. In addition, the Committee reviews and recommends to the Executive Committee all major utility development plans. The Committee addresses the location, size or capacity, timing, and impact of transportation facilities.

This Committee provides recommendations to the Executive Committee on state and federal legislative proposals and administrative guidelines affecting planning and capital improvement programs for transportation and utility development.

The **Community, Economic and Human Development Committee** provides policy recommendations to the Executive Committee on the subjects of housing, land use, human resource development, economic development, community development, infrastructure, employment, and growth policy. The Committee also advises the Executive Committee on county and regional disaster preparedness issues, including pre- and post-earthquake preparedness planning. Its primary interest is in maintaining the viability of the region's economic structure and assuring that there is a fair and adequate allocation of the region's physical and human resources. The Committee makes recommendations to the Executive Committee on state and federal legislative and administrative proposals affecting development within the region.

This Committee reviews and recommends to the Executive Committee revisions to the Growth Management Plan (the regional forecast policy for population, housing, and employment), Regional Housing Element and Regional Housing Needs Assessment. The Committee also provides recommendations to the Executive Committee to ensure consideration of socio-economic impacts in SCAG's planning programs, including the impacts of immigration on local communities, and such resulting problems as overcrowded housing and the need for services to help these populations.





The **Energy and Environment Committee** acts as the policy advisory committee to the Executive Committee on all regional issues within its scope, including air and water quality, toxic and solid waste management, natural resource conservation, coastal protection, and energy conservation. This Committee reviews and recommends to the Executive Committee revisions to the 208 Areawide Waste Treatment Management and the Air Quality Management Plan. The Committee also reviews local and state plans, and other SCAG plans, for their environmental and energy impacts, as well as local and regional land-use implications of environmental plans.

The Committee provides recommendations to the Executive Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality and resources conservation.

The **Legislative Committee** is a standing committee of local government elected officials appointed by the Executive Committee to review SCAG's legislative program and its proposed legislative positions and to develop recommendations to the Executive Committee in these areas.

### **Subcommittees**

The **Finance Committee**, a subcommittee of the Executive Committee, is responsible for recommendations to the Executive Committee on the annual compensation package for SCAG employees. The **By-Laws** and **Nominating** Committees are subcommittees of SCAG's General Assembly, responsible for recommending revisions of SCAG's by-laws and nominating local government elected officials for the Executive Committee offices.



## Additional and Ad Hoc Advisory Committees (partial listing)

<b>1988 Growth Management Plan Environmental Impact Report</b>	<b>Leadership Task Force</b>
<b>Adopted Water Supply Element</b>	<b>Legislative Committee</b>
<b>Advisory Network: National Association of Regional Councils/ Ford Foundation Project</b>	<b>Long Term Finance Task Force</b>
<b>Airport Southwest Area Study</b>	<b>LOSSAN II Advisory Committee</b>
<b>Airspace Users Group</b>	<b>Metropolitan Core PAC</b>
<b>Alameda Corridor Task Force</b>	<b>Transportation Modeling Task Force</b>
<b>Angeles Pipeline/Outer Continental Shelf</b>	<b>Overall Work Program Committee</b>
<b>Air Quality Management Plan Working Group</b>	<b>Palmdale/Lancaster PAC</b>
<b>Aviation Technical Advisory Committee</b>	<b>Paratransit Advisory Committee</b>
<b>California Councils of Government</b>	<b>Planning Directors Committee</b>
<b>City Managers (Member Cities)</b>	<b>Port Hueneme/Oxnard Committee</b>
<b>City Managers (Nonmember Cities)</b>	<b>Private Sector Forum</b>
<b>Coachella Valley Steering Committee</b>	<b>Public Operators for SCAG Region</b>
<b>Coalition 95 Committee</b>	<b>Religious Leaders Group</b>
<b>Conformity Wastewater Working Group</b>	<b>Regional Housing Allocation Needs Committee</b>
<b>Conformity Transportation Working Group</b>	<b>Regional Mobility Plan Implementation Committee</b>
<b>Economic Development Technical Advisory Group</b>	<b>Route 91 High-Occupancy-Vehicle Group</b>
<b>Employer Fare-Subsidy Working Group</b>	<b>San Fernando Valley Area Transportation Study Committee</b>
<b>Executive Committee</b>	<b>Santa Clarita Valley Area Transportation Study Committee</b>
<b>Governmental Relations</b>	<b>Santa Monica Bay Scientific Review Committee</b>
<b>Hazardous Waste Management Authority</b>	<b>Southeast Los Angeles County Transportation Study Committee</b>
<b>Hazardous Waste Technical Advisory Committee</b>	<b>Social Service Transportation Providers Committee</b>
<b>High-Occupancy-Vehicle Outreach Committee</b>	<b>South Bay Area Transportation Study Committee</b>
<b>I-405 South Working Committee</b>	<b>Transit Advisory Committee</b>
<b>Los Angeles International Policy Advisory Committee</b>	<b>Truck Delivery Task Force</b>
	<b>Water Quality Working Group</b>





## **SCAG's PARTNERS -- the RAC and the RISC**

To gain ongoing citizen input to regional plans, SCAG has established the **Regional Advisory Council (RAC)**. This 50-member group is drawn from the private sector. The members represent businesses that have a stake in the region's future, charitable organizations such as United Way, church groups such as the Interreligious Council, educational institutions such as USC and UCLA, as well as public-interest and environmental groups. The members, representing their organizations, speak for some two million of the region's citizens. SCAG's Executive Committee receives community opinion through the Council's recommendations on proposed plans. The Council members also take SCAG's proposals back to their organizations, explaining plans for the region's future to the people they represent through newsletters and other information channels.

### **RAC organizations:**

**Sierra Club  
California Residents Association  
Southern California Business Men's Association  
Tri Ethnic Coalition  
Fair Housing Congress of Southern California  
Home Savings  
American Association of University Women  
Los Angeles Area Chamber of Commerce  
League of Women Voters  
South Coast Air Quality Management District  
Western States Petroleum Association  
Braun & Company  
United Way  
Automobile Club of Southern California  
Associated General Contractors of California  
Commuter Computer  
Kenneth Leventhal and Company  
Inland Action, Inc.  
Southern California Gas Company  
Los Angeles Urban League**

**Southern California Broadcasters Association  
Joint Council of Teamsters #42  
Precision Dynamics Corporation  
Catholic Charities  
Southern California Water Conference  
Inland Empire Economic Council  
American Lung Association of Los Angeles County  
Interreligious Council of Southern California  
Cal State University, Los Angeles  
Pat Brown Institute  
Asian Pacific Women's Network  
Regional Parks Advisory Commission  
General Telephone  
Orange County Chamber of Commerce  
Southern California Edison Company  
Southern California Waste Management Forum  
Los Angeles Central City Association  
Building Industry Association of Southern California  
Kaiser Permanente Medical Facilities  
Los Angeles County Federation of Labor AFL-CIO**





The **Regional Institute of Southern California (RISC)**, a nonprofit organization established by SCAG's Executive Committee, has a board of directors composed of public officials and private-sector leaders. Its charge is to investigate issues of importance to the region's future. The Institute provides a forum in which the public and private sectors can propose, examine, and refine solutions for economic and social change.

**RISC organizations:**

**Pacific Triangle Management Corporation**  
**Sunrise Company**  
**Jones, Day, Revis & Pogue**  
**California State University**  
**Ernst & Young**  
**Harbor Developmental Disabilities Foundation**  
**Security Investment/Management Company**  
**The Foothill Group, Inc.**  
**Automobile Club of Southern California**  
**Miranda, Strabala & Associates**  
**A. J. Ventures**  
**Creative Artists Agency**  
**Albert C. Martin & Associates**  
**Industrial Bank of Japan**

**Matich Corporation**  
**Bank of America**  
**The Irvine Company**  
**University of California**  
**Southern California Edison Company**  
**Cordoba Corporation**  
**Los Angeles County Federation of Labor AFL-CIO**  
**Eastern Group Publications, Inc.**  
**Schillo Financial Corporation**  
**The Stansbury Company**  
**The Lusk Company**  
**DIXCO**  
**KCET-TV**  
**The Archdiocese of Los Angeles**



# SCAG FUNDING SOURCES

The moneys that fund SCAG's planning program and activities come from a variety of state and federal sources, and dues paid by its local governments membership. In addition, the costs of some data operations are defrayed through the sale of customized data products to the private sector.

In addition, the agency receives ad hoc or one-time-only funding programs. Examples of such funding sources:

The Federal Aviation Agency, Transportation Development Act Administration, State Transportation Discretionary Fund, State Housing and Community Development, State Health Services (*Tanner*), FHWA Minimum Allocation, Federal Emergency Management Administration, Federal Department of Transportation.

SCAG's operating budget, including funds subcontracted to other agencies, is approximately \$13 million annually.

The primary ongoing funding for the planning programs is provided to SCAG as a result of the agency's status as a designated metropolitan and regional planning agency. These funds include two grants from the Federal Department of Transportation, one from the Urban Mass Transit Administration, and one from the Federal Highway Administration. The UMTA funds are allocated on a discretionary basis, the FHWA funds on a population formula.

The State of California provides state general funds to SCAG on a population basis. Also, SCAG receives \$1 million annually for planning under the Transportation Development Act, raised by state sales taxes on gasoline. The Federal and State funds must be used for transportation and transportation-related planning purposes. These funds represent 80-90% of the total annual SCAG revenue base.





Additional funds come to SCAG as a result of special or one-time-only federal, state, and local grants. Into this category fall projects such as Hazardous Waste Plan Development, and the clean-up of Santa Monica Bay. SCAG has received funds from local governments in the region to address specific local and subregional issues, such as the feasibility of hauling waste from the San Gabriel Valley by train, the analysis of projected rail patronage on the Long Beach/Los Angeles light-rail line, and the development of a transportation planning model for the City of Thousand Oaks.

SCAG's General Fund consists primarily of annual dues contributed by SCAG's local government members. The dues are determined on a per-capita basis. The General Fund budgets are approved each year by the SCAG General Assembly. The major part of the dues are used to provide operational support to the SCAG General Assembly and Executive Committee, with a small portion set aside for SCAG's legislative advocacy program.





For Convenient Reference:

APTA = American Public Transit Association  
 ARB = Air Resources Board (State)  
 ATAC = Aviation Technical Advisory Committee  
 AZ = Analysis Zone  
 BLM = Bureau of Land Management  
 CAC = Citizens' Advisory Committee  
 CALCOG = California Association of Councils of Government  
 CBD = Central Business District  
 CCRCD = California Council of Regional Councils Directors  
 CCZCC = California Coastal Zone Conservation Commission  
 CEHD = Community, Economic, and Human Development Committee  
 CEQA = California Environmental Quality Act  
 CIMO = Commuter Information/Marketing Organization  
 CNEL = Community Noise Equivalent Level  
 COG = Council of Governments  
 CRA = Community Redevelopment Agency  
 CSAC = County Supervisors' Assn. of California  
 CTS = Commuter Transportation Services  
 CVAG = Coachella Valley Assn. of Governments  
 DOF = Department of Finance (State)  
 DOTP = Division of Transportation Planning  
 DWR = Department of Water Resources  
 EEC = Energy and Environment Committee  
 E/H = Elderly and Handicapped  
 FRA = Federal Railroad Administration  
 HOV = High Occupancy Vehicle  
 IGA = Integrated Grant Administration  
 IPA = Intergovernmental Personnel Act  
 IPG = Intermodal Planning Group  
 IVAG = Imperial Valley Assn. of Governments  
 LACAPO = Los Angeles County Association of Planning Officials  
 LAFCO = Local Agency Formation Commission  
 LARTS = Los Angeles Regional Transportation Study  
 LRT = Light-Rail Transit

MOU = Memorandum of Understanding  
 MWD = Metropolitan Water District  
 NACO = National Association of County Officials  
 NARC = National Association of Regional Councils  
 NEPA = National Environmental Policy Act  
 NLC = National League of Cities  
 NTIS = National Technical Information Service  
 OCTC = Orange Cty. Transportation Commission  
 OPR = Office of Planning and Research (State)  
 PAC = Policy Advisory Committee  
 PMP = Parking Management Plan  
 PSTIP = Proposed State Transportation Improvement Program  
 PUD = Planned Unit Development  
 RAC = Regional Advisory Council  
 RFP = Request For Proposal  
 RISC = Regional Institute of Southern California  
 RTDP = Regional Transit Development Program  
 RTIP = Regional Transportation Improvement Program  
 RSA = Regional Statistical Area  
 RWQCB = Regional Water Quality Control Board  
 SANBAG = San Bernardino Associated Governments  
 SANDAG = San Diego Council of Governments  
 SCEPP = Southern California Earthquake Preparedness Program  
 SIP = State Implementation Plan (Air Quality)  
 SMSA = Standard Metropolitan Statistical Area  
 SRTP = Short Range Transit Plan  
 STIP = State Transportation Improvement Program  
 TCC = Transportation and Communications Comm.  
 TDA = Transportation Development Act  
 TIP = Transportation Improvement Program  
 TSM = Transportation Systems Management  
 UMTA = Urban Mass Transportation Administration  
 USGS = United States Geological Survey  
 VCTC = Ventura County Transportation Commission  
 VMT = Vehicle Miles Traveled



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